

## WASHINGTON CRITIC

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WASHINGTON, JUNE 20, 1887.

THE GRAND JURY'S REPORT.

The report of the Grand Jury, submitted to the Criminal Court Saturday, Justice Montgomery presiding, abounds in excellent suggestions. It is emphatically practical and plain-spoken, and bears evidence in itself that the gentlemen composing the jury devoted themselves to the important duties set before them with painstaking and conscientious diligence.

They are business men, who having neither favors to ask nor favors to grant may be assured to have acted in this matter with a sole regard to the public welfare. What they state as matters of fact is entitled to full credence, and great weight attaches to their various recommendations.

The liquor traffic appears to have been brought at last under better regulation than ever before, and nobody can complain that the laws relating thereto, although defective in some particulars, are not fairly and effectually enforced.

The pool-room problem is one for future solution. It is not the enormous evil that it has been represented to be, but unless placed under additional restrictions is liable to become so. Its associations are declared to be of a demolishing tendency, and stringent legislation will be required to keep it within bounds, especially to check its tendency to the promotion of idle and thriftless habits among the young.

An increase of the police force by at least one hundred more men is urgently advised; also the establishment of Magistrate's Courts, whereby the trial of petty causes may be facilitated and the necessity of detaining so many officers of the force at the Police Court at witness be obviated.

Other recommendations relate to the James Creek Canal, which continues to be a dangerous nuisance; to an increase of appropriations for the assistants of the District Attorney, and to the proper codification of the District laws that the ordinances may be made of uniform and easy application.

Special attention is called to the bad sanitary condition of the Treasury, Post Office, and Interior Departments, and the necessity of better provisions against fires in the Government Printing Office, the Reform School and the theatres. Of the latter, it is stated that the death rate is 10% higher than in the other theatres.

The American Society of Civil Engineers, consisting of about three hundred and fifty-five people, will hold their annual meeting at the Hotel Raettskell, Catskill Mountains, on July 1, and remain there one week.

"What is the great need of the hour?" exclaimed a lecturer on "The Amelioration of the Evils of Humanity." To which an interested auditor responded: "A night with an e-electric light on the end of it!" — [Sermon Truth.]

"Some Reminiscences of Thackeray" will be contributed to *The Critic* (New York) of June 25, by Christopher Pearse Cranch, the poet-writer, who met the author of "Pride and Prejudice" several times in New York, Paris and London.

CHARLES FOLLANSIE, who died in Cicago Wednesday, was a contemporary of "Long John" Wentworth in the history of that city. He went from Massachusetts in 1852, started life as a blacksmith and accumulated a large fortune.

JOHN SLEEVER CLARKE, the well-known English actor, died in London in America early, looking after his property. He owns the Walnut Street Theatre and the Broad Street Theatre in Philadelphia and the Strand Theatre, London.

A DRAMATIC star of the first magnitude has made its appearance in the far North-Western firmament, in the person of Miss Florence McNeill, a resident of Tacoma, Washington Territory. From the fact that she essayed the higher drama only, and will appear in "Aida," "Faust," "Crown of Thorns" and "Juliet" at the completion of the Cascade Division of the Northern Pacific Railroad to Fugit sound, we infer she is no soubrette. These great events will take place July 4, 5 and 6.

The Biggest War Ship Afloat.

Naval men and marine architects in this city are discussing the latest addition to the British Navy. This is a magnificent two-screw, armored battleship, and she promises to be the most powerful ship of war afloat. She was named the *Sans Pareil* by George Hamilton. The *Sans Pareil*, without her engines and fittings, is the heaviest vessel ever launched in England, except the Great Eastern, her weight being more than 6,000 tons. Her 36 feet in length and in breadth, 37 feet in depth and of 10,470 tons displacement. Her engines will be 7,500 horse-power natural draught and 12,000 horse-power forced draught. Her armament will consist of two 11-inch guns, one 10-inch gun, two 6-inch guns, two 4.7-inch Whitehead torpedoes, and a broadside of 12-pounder quick-firing guns, two 12-inch Armstrong guns, eight 14-inch Whitehead torpedoes, and a broadside of 12-pounder quick-firing guns. She was built by Thomas Iron Works and Shipbuilding Company. This same first twenty-two years ago launched the first armored ship, the *Warrior*, and the second, the *Monarch*.

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